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Hongkong Daily Press.

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Inspection Invited.
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Telegram Address "MARINEWORK."

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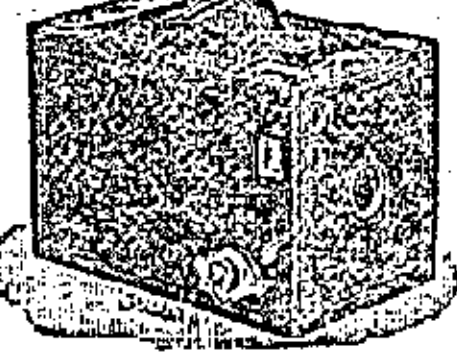
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NOTICE TO CORRESPONDENTS
On the 15th August, at No. 2, Ormsby Villas, Kowloon, the wife of JOHN A. PLUMMER, of a son.

BIRTH.
On the 15th August, at No. 2, Ormsby Villas, Kowloon, the wife of JOHN A. PLUMMER, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15TH AUGUST, 1904.

REUTERS informs us, in a neighbouring column, that still another bye-election has fallen to the Liberals. In consequence of the sad death (by a motor accident) of Sir W. H. RATTIGAN, a vacancy occurred in the electoral division of North East Lanarkshire, and Mr. FINDLAY was put up by the Liberals to oppose the Unionist candidate, Mr. TOUCH. The Labour party also ran a man, Mr. ROBERTSON, who secured 3,984 votes out of a ballot of 14,280. The Liberal majority was 942, a gain of over two thousand votes, if allowance be made for the increase in the Labour vote. In the bye-election in September 1901, Mr. SMILLIE, the Labour candidate, received only 2,900 votes. Sir Wm. H. RATTIGAN, Conservative, was at that time returned with 5,673 suffrages, or a 904 majority over the Liberal candidate, Mr. CECIL HARNESWORTH. Great capital is, by the Opposition, being made of these bye-elections, as is but natural. This one, coming on top of Market Harborough, Devonport, and their numerous forerunners, must make them more conspicuous than ever, and greedier for the expected Dissolution. At Market Harborough in the Midlands, it may be remembered, Mr. STANHOPE raised the Liberal majority by 410; and at Devonport in the West Country Mr. J. W. BENN, the Chairman of the London County Council, effected a Unionist majority of twenty-eight, and established a Liberal one of 1,041. The result of the last thirty or forty bye-elections must have shown nearly a fifty per

cent. increase in the Liberal vote. It is, we confess, a matter of surprise to us out here how important a factor the Chinese labour ordinance has proved in these contests. Devonport was fought on that one plank alone, almost: while in this last election we expect to hear that it figured much more conspicuously in the mural pleadings than did the dead or dying movement towards fiscal reform. Without for a moment attaching so much significance to these bye-elections as the Opposition do, we are bound to see in them symptoms of a serious wane of the popularity that sent the present Government into office four years ago. This is to be attributed to various causes. The tenseness of the national nerves, during the last war, was inevitably followed by a reactionary nausea, a feeling which, in the individual, betrays itself by an ill-concealed desire to "kick somebody." Ignoring none of the impolite comments made upon our people's lapses into "mafficking," it must still be admitted that we went through a very trying time, necessitating great self-control, and that we managed to behave fairly well under all the circumstances. We have been paying the price, and as any form of hysterics after a crisis is not to be thought of, the safety valve of the British public is found in this way of showing at the polling booth that it has felt hurt. Add to that whimsical but very natural explanation the shock of Mr. CHAMBERLAIN'S revolutionary proposals, the scandalous livery of the Government's supporters, the unfortunate tinkering with educational legislation, and the astonishing epidemic of commercial "yellow peril" fever that seems to have outbroken at Home, and very little amazement is possible at the results now regarded by many as forecasting the trend of the next General Election. The idol of the electors, the one strong man deservedly looked up to, has shared the fate of the Court favourite, the jester who goes too far at last, and forfeits all that he had gained. Mr. CHAMBERLAIN, according to Sir WENDELL KEIR, anticipates a Liberal Ministry with a limited reign of not more than two years. Mr. BALFOUR, too, does not seem to have retained the confidence of his followers, as was evident when he had to threaten that the Government might "ask relief from responsibilities" which they are not sustaining for their "own comfort or satisfaction." After all is said, when the Dissolution comes, the next general election is likely to be fought on the one issue of Party pure and simple. Looking back over the general elections of the last thirty years, it is to be observed that, except on two explainable occasions, the results have shown the natural phenomenon of action and reaction, the phenomenon of the pendulum in politics. It was the turn of the Liberals four years ago, and the special circumstances that called for a Conservative Ministry then do not present themselves so forcibly now, so it is nothing to be wondered at if the change-loving electorate give them an innings this time. It is a gratifying reflection that it does not matter much: that old England shares the characteristics of TENNYSON'S brook, in its ultimate indifference to the comings and goings of men.

The "Passive Resisters" at Home do not receive our sympathy, because we consider that under a representative government it is the duty of the losing side to bow to the majority when its decision becomes law. It is impossible to regard as fortunate, however, the efforts of a Yeovil clergyman to emphasise this argument in the *International Journal of Ethics*. Strong in his convictions, of course, that the "passive resisters" are "entirely wrong," the reverend but rash gentleman replies to their plea, that it is more moral to obey God than Man, in this boomerang-like utterance: "The command 'of God is heard in the legalised demand 'itself, and by means of human law and 'institutions.' That that is phraseological boomerang, we demonstrate by citing such 'human laws' as the anti-Christian edicts of the Emperor Nero in Rome. Were the early Christian martyrs 'entirely wrong' and their passive resistance contrary to both law and ethics? Or the Scottish Covenanters, or the English Protestants, or the French Huguenots, or any of the countless reformers of whom this reverend but rash moralist is proud? We do not suggest the right of the 'passive resisters' to rank with these, but if morality can recognise no call to a duty which disregards the obligations of the law and its claims upon the individual citizen, then it seems to us the popular estimation of the heroes and heroines of history requires modification. This, of course, re-opens the everlasting question of the conscientious objector: consideration of whose tender

idiosyncrasies leads to anomalies. The law represents the collective conscience, and it ought, in either ethics or politics, to overrule the individual. As the collective conscience is as liable to error as the individual, however, it is obvious the Yeovil parson has put his foot in it by referring to human law as the message of the Deity. Politics and theology do not go well in double harness.

Saturday's plague return was another blank sheet.

Colonel W. S. Birdwood is permitted to reside out of India on vacating the command of the 110th Mahatras.

The portion of the tramway between Arsenal Street and Chater Street has been officially notified as fit for traffic from the 13th inst.

On Monday next there will be put up for auction at the P.W.D. offices, New Kowloon Inland Lot No. 11, situated at Lai-chikok: upset price, \$5,495.

In the hope of making profit out of the Chinamen who have displaced them from the mines some Kaffirs have taken to pigbreeding, so as to gratify the Celestials' love of pork.

China announces that she will retain her neutrality until the close of the war. After that she will probably not be allowed to retain anything, comments the *Atlantic Journal*.

Consternation has been caused at the Mexican port of Salina Cruz (says a London journal) by the arrival of a Chinese emigrant ship with 150 cases of bubonic plague, thirty of typhus, and several of small-pox.

Mr. A. Seth having been appointed Registrar, the post of Deputy Registrar of the Supreme Court is to be taken by Mr. J. H. Kemp, who is presently sitting as Second Magistrate at the Police Court.

There were 583 deaths in June from disease or other causes, the annual rate being therefrom computed at 21.6 per thousand (white civilians) or 21.3 including Chinese (Army and Navy excluded).

Among the Radical methods adopted at Chertsey during the election was a parade of bogus Chinese through the constituency. "The Chinese were really excellent," says a London Tory paper. "Flowing Chinese robes and elegant pigtailed lent the finishing touches."

Messrs Hughes & Hough in their Saturday's coal report mention that one thousand tons of Welsh, and 14,500 tons of Japanese coal is on the way to Hongkong, all sold. From July 29th to August 11th 38,300 tons of Japanese arrived. The market is described as "dull."

In the yarn market, Messrs Cawesjee Pallan-jee & Co. report 6,525 bales sold since July 29th, prices showing an improvement of from fifty cents to two dollars per bale. Unsold stock is estimated at about 15,000 bales. Seven hundred bales of local yarn changed hands, "tens" at \$112 and "twelves" at \$114.

Habitues of the Metropole Theatre speak enthusiastically of the choir, mental and corporeal, provided by Manager Christie. On Saturday night, the amusing ventriloquism of Mr. Hugh McCormick, the song and dance jid-jing of Mr. Jim Morris and Miss Gertie Maisie, the contralto singing of Miss Dora Grey, and the variety performances of Mr. Charles Jones gave pleasure to a full audience. The trams are inducing large numbers to go out there for cooeth and entertainment.

Here is the programme of music to be performed by the band of the 1st Sherwood Foresters, on the New Parade Ground, to-day (Monday), from 5 p.m. to 6.30 p.m.:—March, "The Silver Trumpets," Viviani; Overture, "The Barber of Seville," Rossini; Selection, "Genevieve De Brabant," Offenbach; Intermezzo, "Song D'Amour, Apres le Bal," Czibulka; Selection from "The Geisha," Jones; Valse, "Frühlings Lieder," Gangl; Regimental March—"The Young May Moon."

In this dark hour of Russia's fortunes, there is one big drop of balm. At St. Petersburg, and throughout the vast dominions of the Tsar, it is difficult to imagine what joy exists over the fulfilment of a hope long deferred. To-day the central figure dominating Russian thought is a three-day-old baby—the long prayed for heir to the Imperial Throne. We are drawn humanly nearer in sympathy with the Royal parents, happy to contemplate their great happiness, and sincerely sharing the hopes and fears that arise about the new-filled cradle of the Russian future. May this embryo Autocrat live to see, and help to bring about, a reformed and happier Tsardom.

Mr. Alfred Stead is vastly more amusing than his famous father. After writing a book with a title that was not "Five Minutes in Japan," and numerous articles couched in an authoritative tone that even Professor Chamberlain never assumed, Mr. Alfred Stead had a new idea, to persuade prominent Japanese to write on Japanese topics in which they were particularly interested. The result of this sensible idea is probably a useful book, but Mr. Stead's manner as "compiler and editor" of advertising it (and himself) will not help to sell the book. When he says "nobody can be more aware of its omissions and its faults than myself," he reminds us of that illiterate maid-servant for whom a good-natured mistress was writing a letter. At the end of the message, the lady asked: "Anything more, Bridget?" "Yis, mumm. Ye might put in 'please excuse bad writing and spelling.'"

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

HEIR TO THE RUSSIAN THRONE.

LONDON, 12th August.

The Tsaritsa has given birth to a son to-day.

[REUTERS SERVICE.]

ANOTHER LIBERAL GAIN.

LONDON, 11th August.

The bye-election at North-East Lanark has resulted in the return of Mr. Findlay (Radical) by 5,619 votes against Mr. Touch's (Unionist) 4,877 and Mr. Robertson's (Labour) 3,984. Mr. Findlay replaces Sir W. H. Rattigan (Conservative), deceased.

BIRTH OF A RUSSIAN PRINCE.

The Tsarina has given birth to a son.

THE ELECTRIC TRAMWAYS.

On Saturday a full service of the new electric tramway system was begun, the cars running over the entire route from Kennedy-town to Shaukiwan. From the western terminus to Causeway Bay a five-minute service was put on, and a half-hour service to Shaukiwan. There was a remarkable freedom from interruption or accidents. Needless to say, the cars were objects of great interest all along the line, and they were well patronised by the Chinese from one end to the other. The drivers are rather prone to excessive use of the warning gong when there is no apparent necessity for it, but no doubt there will be an improvement in this respect as they gain experience in the handling of the cars. The time intervals between the passing of the cars struck us as unduly irregular in duration. It is irritating to be passed by seven or eight inward cars while waiting more than half an hour for an outward bound vehicle.

CANTON.

[FROM AN OCCASIONAL CORRESPONDENT.]

15th August.

THE SACRED HEART COLLEGE.

Having been established only a few months, this institution, which is under the charge of the French Fathers in Canton, will undoubtedly attain in the next few years the hopeful and desired aims of its founders and well wishers. It is very much liked by the natives, judging by the number of pupils, which is gradually increasing. When the college was first opened the number of boys who presented themselves for enrolment was nearly 150, and this has since been augmented to about 300, the daily attendance of regular students averaging 250.—On dit, in addition to the tuition of the French and English languages, it is in contemplation to incorporate the teaching of the Russian, German and Japanese languages. In the recent examinations, most of the boys acquitted themselves very creditably.—The next term begins on the 1st September. To Messrs. Morel, to whose initiative and untiring efforts the existence of the college is due, a word of praise is well deserved, and His Lordship as well as the teachers in general must be pleased with the good result of their work.

SCARCITY OF EUROPEAN HOUSES.

The European population in this city is steadily increasing, partly on account of the establishment of the Canton-Hankow Railway, and partly due to the advancement of trade, but the supply of suitable dwellings does not keep pace with the demand. The scarcity of foreign tenements is already keenly felt in Shumene, where there is no land available for new erections. There are some good vacant grounds in Honam and Fati, and some at Pong Tsun in front of Shumene (the residential quarters of many wealthy natives who have recently returned from Australia, America and the Philippines, and who are carrying on their business on the spot). It requires only a move on the part of some enterprising land investors and capitalists for the acquisition of these grounds. Residences built thereon should yield a good profit.

The water which surrounds the vacant ground at Pong Tsun is deep enough for vessels of large draft. The place named is also in close proximity to the Railway Station and the Asiatic Petroleum Company and on the opposite side lie the large godowns of Messrs. Butterfield and Swire.

TRAFFIC IN THE RIVER.

There is an entire absence of proper supervision over the boat population. The river boats, on the arrivals and departures, always encounter the greatest difficulty with the junks and other smaller craft which obstruct the way. Capsizes and collisions occur very often. It is certainly high time that the proper authorities should provide some regulations to stop the nuisance. Visitors to this place are warned that during the months of June, July and August, the tide and the current then prevailing are very strong and swift, and that it is very perilous to cross the river in small craft at these times.

We have received Part VII. of the *Kobe Chronicle's* Diary of the War, bringing the record up to the 18th May. The photographs in this issue are mostly of interesting scenes in Korea. It is impossible to criticise such a publication piece by piece. In complete form, this diary promises to be of permanent value.

THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

VLADIVOSTOCK SQUADRON BEATEN.

Tokyo, 14th August.

The following message was despatched to Mr. Noma, Consul-general for Japan, at 4.20 p.m.

Vice-Admiral Kamimura reports that our squadron met the three ships of the Vladivostock squadron this morning, north of Tushima. After a severe engagement of five hours duration, we sank the *Rurik*. The other two ships, apparently having suffered heavy damage, fled northwards. Our damages were slight.

[Not having suffered any important damage, it seems strange that Vice-Admiral Kamimura should have permitted the other two Russian ships to escape. Why not have finished his work?]

Tokyo, 14th August.

The commander of the Takeshiki Naval Station reports that he has been marconigraphed by our fleet to the effect that the Vladivostock squadron was sighted at ten minutes past five this morning (14th). The *Takeshiki* subsequently reports that a naval battle is now being fought.

[This was despatched a few minutes before noon yesterday, and courteously forwarded at once by Mr. Noma. Evidently there has been a most exciting week-end on the Eastern seas. The Port Arthur fleet dispersed is almost equal to the Port Arthur fleet destroyed. It is idle to think that it can again become a homogeneous force. Such isolated ships as do not disarm are almost sure to be captured or sunk. The result of yesterday's battle is awaited with anxiety. Now that the northern squadron is been tempted to stand and give battle, it is unlikely that the Japanese will permit any but a decisive issue. They have waited and watched for such an opportunity. It seems as if the Russian naval officers had been goaded into this abandonment of what were, after all, sound tactics; but few Englishmen will blame them for desiring to show that Russian officers do not "fight and run" from choice.]

[FROM OUR OWN CORRESPONDENT.]

THE "ASKOLD" AT SHANGHAI.

RIDDLED BY SHELL.

SHANGHAI, 12th August.

The Russian cruiser *Askold* (from Port Arthur) arrived at Woosung to-day. One gun had been dismounted and one funnel had been completely demolished. All the funnels were riddled by shot.

There are also many shell holes of a serious nature above the waterline. One lieutenant and eleven men were killed and fifty wounded on the ship.

[JAPANESE OFFICIAL TELEGRAMS.]

THE PORT ARTHUR FIGHT.

ADMIRAL TOGO'S REPORT.

Tokyo, 12th August.

Admiral Togo reports that the Russian Squadron proceeding southward after the sortie from Port Arthur on the 10th instant, our combined fleet attacked 25 miles south-east of Port Arthur, and then pursued in an easterly direction. Sharp fighting continued from 1 p.m. till sunset. The enemy apparently suffered heavy damage, and later his fire greatly slackened, while his battle formation became completely deranged. The *Askold*, *Norik*, *Tsarevitch*, *Pollada* and some destroyers fled southward, and the rest probably fled to Port Arthur, after an attack by our destroyer and torpedo-boat flotillas during the night. Our fleet sustained no serious damage, and our total casualties are estimated at about 170.

TWO RUSSIAN DESTROYERS STRANDED.

Tokyo, 13th August.

According to a Chefoo telegram, two Russian destroyers were stranded twenty miles east of Weihaiwei on the 11th inst.

THE DISPERSED RUSSIAN FLEET.

Tokyo, 13th August.

Admiral Togo reports that of six Russian battleships engaged in the battle of the 10th instant, five are believed to be seriously damaged. The *Pobieda* has both masts broken, and her big guns ceased their working. The *Retvizan* apparently suffered most, owing to our concentrated shells at the distance of 3,500 metres. The damages to the enemy's cruisers were probably less serious. The *Bayan* did not emerge from Port Arthur. Our damages were already temporarily repaired.

[REUTERS SERVICE.]

THE FLIGHT FROM PORT ARTHUR.

LONDON, 11th August.

Reuter's Chefoo agent wires that on the 11th inst. a Russian destroyer entered Chefoo and reported that six Russian battleships, four cruisers, and half the torpedoers had escaped from Port Arthur yesterday morning. The destroyer left last night bringing five passengers who state that the Japanese fleet is pursuing the Russians, and a battle in the open sea is expected.

THE "KNIGHT COMMANDER."

LONDON, 11th August.

Lord Lansdowne, speaking in the House of Lords, said he could not admit that the destruction of the *Knight Commander* was justified, or that the proceedings of the Prize Court were valid. Such measures would affect British commerce most injuriously. His impression was, however, that despite the untoward incidents which had occurred both Governments would really be glad to discover a means of settling the difficulties. He was glad to say that the language of the Russian Government, in reply to the British representations, justified a hope that the destruction of neutral prizes was not likely to be repeated; although he could not announce anything tantamount to a distinct settlement.

RUSSIAN SHIPS ORDERED FROM TSINGTAU.

LONDON, 12th August.

It is understood that Germany will insist on the undamaged Russian vessels quitting Tsingtau in 24 hours.

LAST PORT ARTHUR NAVAL FIGHT.

LONDON, 12th August.

Reuter's St. Petersburg correspondent wires that the Japanese cruiser *Kanaga* was sunk in the last naval battle.

THE CHEFOO INCIDENT.

LONDON, 12th August.

Washington wires that the Japanese action in regard to the *Retvizan* is regarded as a serious breach of neutrality. The United States will undoubtedly do their utmost to prevent the incident breaking the agreement of the Powers relative to China.

THE RUSSIAN VOLUNTEER FLEET'S STATUS.

LONDON, 12th August.

Reuter's St. Petersburg correspondent wires that a commission of high officials has been appointed to examine the position of the Volunteer fleet from the standpoint of international law.

A STAND AT LIAOYANG.

LONDON, 12th August.

Reuter's correspondent with General Kuroki on the 11th instant wires, there is every indication, that the Russians are preparing to give battle in front of Liaoyang, where they are constructing new defences.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.25 a.m. The barometer has fallen at nearly all stations, but more particularly at those in Formosa. In the Philippines it is stationary.

The typhoon continues to move in a N.W. by direction and has reached a point to the eastward of South Cape, Formosa.

Fresh to strong N.E. winds may be expected in the Formosa Channel and moderate W. to S.W. winds in the northern part of the China Sea.

Forecast—Moderate W. by winds, fine.

HONGKONG JOTTINGS.

Considerable progress has been made with the building of the new Law Courts, which are certainly much needed, but new Courts for the magistrates. I consider to be a question of even greater urgency, though I am not aware that the Government has even considered the need up to the present. Anyone who is acquainted with these Courts will readily understand how it is that one sees not infrequently in the newspapers the paragraph that one or other of the magistrates has been indisposed and unable to attend the Court. I venture to say that in no office in the Colony do Europeans work under conditions so detrimental to their health as do the magistrates in their Courts. Still I think the magistrates are themselves to blame to some extent. In the larger of the two Courts for instance I have counted as many as thirty-five prisoners squatting in a box, the filthy prisoner cheek by jowl with the clean. Behind the dock rail usually stand an equally densely packed crowd of the prisoners' friends, and as electric fans revolve only over the magistrates' bench and the solicitors' table, and prisoners and public are at this time of the year bathed in perspiration, the imagination of even the least imaginative reader will be capable of realising something of the hygienic conditions of the Court. I do not know why so many prisoners are brought into Court to listen, under the conditions I have described, to cases which do not concern them, but the packing of thirty-five prisoners in a squatting position, into a dock which I suppose does not measure more than 12 ft. by 4 ft., appears to me, apart altogether from hygienic considerations, simply disgraceful in a British Court of Justice. I have seen it in no other Court in Europe or in Asia, though I have to own I have no acquaintance with the native Courts of China, whence the practice may have been copied: it is certainly un-English. [The Chinese courts, either pure or mixed, are not disgraced in comparison.—ED.]

The Y.M.C.A. is no doubt fulfilling a very useful mission in Hongkong, but I had an inadequate idea of its usefulness until I read the other day in a Straits paper that a stowaway who came before the Court there "had confided in Captain Buller, of the *Kronprinz*, that he had been recommended to stowaway on his ship by the Y.M.C.A. branch at Hongkong." As the *Straits Times* remarks, Hongkong has long been the dumping ground of all the beachcombers in the Far East, but while sympathising with us in our affliction, it hopes that we will not pass any more of our proletariat on to Singapore. Evidently, there is room for a branch of the Y.M.C.A. in the Southern port where the practical application of the injunction "Bear ye one another's burdens" is so flagrantly discouraged. [We do not recommend readers to place credence in the fellow's statement. It is not likely the Y.M.C.A. officials would so advise anybody.—ED.]

There is going the rounds just now a story which is curious whether true or not; namely, that a man who deserted from the Service recently made himself up so as to be unrecognisable and then joined the local police. Certainly there would not be much point in the story if it ended there, but the funny thing about it was that the very first charge he got from his superiors when he went on patrol was to arrest himself, the deserter, with a description of whom he was supplied. Whether he took himself into custody or not has not transpired.

During those cheery days in the harbour which have been experienced of late, the need for some landing-place for sampans on the Kowloon side has been made more than ever patent. It does not so much matter about the belated Victorian who misses the last ferry, for it is generally his own fault if he has to risk walking that 12-inch plank to the lighter or getting down the perpendicular ladder on the Praya wall to the sampans. But when anyone wants—and sometimes ladies do—to get from Kowloon to a steamer lying in the stream one has either to come to this side first or else risk the same embarkation dangers, which are bad enough in daylight and really terrible in the dark.

The "Star" Ferry Co. are doing a great deal to improve their service. They are making arrangements to run later boats than at present, and will start a five minute service when the demand justifies such a step. The ferry-boats themselves are a credit alike both to their owners and the Hongkong and Whampoa Dock Co., the builders. During rain-showers everything is done that could be done to protect passengers who do not care to go in the cabin from the rain; and men are constantly employed swabbing the decks and wiping the seats. There is one little matter, however, I want to complain of, and that is the absence of lights at night. The deck is left in darkness, or almost so, for it requires a second light to discover the sooty kerosene lamp in the cabin. Many passengers would like to read their papers on the ferry.

The B. & A. Department is doing excellent work in making our streets look more presentable. The little trees planted by the tram lines in the Western District give the place quite an attractive appearance. Trees are being planted in the streets wherever there is room for them.

As was announced in these columns the other day, the ex-Namhoi Magistrate, after his trial at Macao, has been handed over to the authorities in Canton, on the usual condition, insisted upon by European countries and America, in extraditing prisoners to China, that he shall not suffer torture or capital punishment. Yet a Hongkong man just down from Canton tells me that he saw the ex-Magistrate, dressed in silks, sitting on the bridge near Shamone with a huge wooden collar round his neck; and it was common talk among the Chinese there that the unfortunate man was to be beheaded in a few days.

A MOMENTOUS CONVERSATION.

Mr. Linsar is credited by the N.C. Daily News writer on Native Affairs, with having said the other day, during a call upon Prince Ching: "Your Highness must know that this war of Russia with Japan was entirely due to the headstrong wishes and personal desires of three military officers of H. I. M. the Tsar resulting in the present disastrous fiasco. (His Excellency had apparently forgotten his declaration to the same Prince when the war broke out—"Just wait, your Highness and see how we shall deal with these presumptions on earth as easily as one would turn over the palm of his hand.") Continuing, the Russian Minister is reported to have said to Prince Ching: "The successive defeats of our arms have suffered from the Japanese since the commencement of hostilities make me feel ashamed to remain here. Indeed, I may say this to your Highness, that as regards the late treaties between Russia and China, the fact is that Russia first broke faith and we cannot therefore complain if China does not herself keep faith in the future." The reported conversation has given much food for thought to all enlightened Chinese, for in this very humility of the erstwhile "extra" haughty Muscovite (in his dealings with the Chinese Minister of the Crown), a bait temptingly dangled before the eyes of the Chinese War Party, that is to say, those who wish China to throw in her lot with Japan in this war, to break her hitherto strictly-kept neutrality and so give the excuse to the Russian armies to swarm into Manchuria by way of the rich Chinese provinces on the one hand, and on the other, to permit Russia to call upon France to assist her according to the terms of the dual alliance.

FREIGHT BUSINESS.

Messrs Lamke and Rogge reported on Saturday that business had been very quiet during the past fortnight and only a moderate amount of chartering had come to person basis of last quotations. As regards chartering from Saigon to this port, a hand to month business has been done, at 14 to 15 cents per picul but, towards the close, a better demand set in and a fair advance in rates is expected. The local rice market is much firmer in consequence of a brisk enquiry for Japan account, several fixtures of steamers having consequently resulted at about 30 cents per picul. Saigon to Japan, there have also been rather pressing enquiries, but rates of freight named being entirely out of proportion, considering the distance, to those paid from this port, business has been quite impracticable. From Saigon for Philippine ports, there has been some enquiry with a moderate business resulting; closing rate is 27 cents per picul, but for smaller size only. Saigon to Java, no fresh business transpired, and it is hardly possible at the moment to give any reliable quotations. From Java to this, as also from Bangkok to this, no fresh charters have been effected. Northern business has also continued very quiet. The local companies' boats are said to have obtained very fair terms again from Newchwang for Amoy and Swatow, but the demand for "outside" tonnage has been limited, though rates have improved 30 cents per picul.

Coal freights are slightly better; business was done from Moji to this at \$1.50 per ton for large size and at \$1.75 for a smaller carrier, the market closing steady with unsatisfied demand.

DROWNING A CHINAMAN.

Particulars are reported in the *Singapore Free Press* of a case in which some soldiers were alleged to have been instrumental in the drowning of a Chinaman at Pasir Panjang. It appears that three gunners at Fort Pasir Panjang went down to the bathing shed for a swim. Near by were some coolies erecting some sheds for the R. E., and the gunners indulged in some rather rough horse-play with the coolies. The frightened men scattered in all directions, and one of them, named Gunner Amy, fell into the sea. On seeing that the man could not swim Gunner Amy at once leaped in to his assistance and made desperate efforts to save him, but the coolie struggled wildly and pulled his would-be rescuer under water. When the gunner rose to the surface the unfortunate Chinaman was not in sight, and though the soldier diver repeatedly could not find him. Sorrow-stricken at what their recklessness had led to, the three men reported the affair to their officer and the Police were communicated with, and the body of the Chinaman was recovered yesterday morning. Gunner Amy was taken into custody on a charge of causing the death of the coolie by a rash act.

GREAT BRITAIN, CHINA AND TIBET.

In the House of Commons on July 11th, Mr. Labouchere asked the Secretary of State for India what was our precise position towards China, in regard to Tibet; was Tibet an independent kingdom or was it a portion of the Chinese Empire; had the representative of China in Tibet full powers from his Government to enter into a treaty with us; and, if so, would this treaty be valid before being ratified by the Chinese Government in Peking, or had we assuming Tibet to be a dependency of China—obtained any assurance from the Chinese authorities that if we signed a treaty with Tibet such treaty would be binding on China? Mr. Brodrick:—For information regarding the status of Tibet I must refer the hon. member to the Blue-book. The negotiations will be conducted jointly with the Chinese Amban and the Tibetan representatives. The Chinese Government has been kept duly apprised of the action of His Majesty's Government in Tibet, and the Chinese Amban at Lhasa expressed to Colonel Younghusband, on his arrival at Gyantse, his readiness to negotiate.

BANYAN.

SUPREME COURT.

Saturday, 13th August.

IN SUMMARY JURISDICTION.

Before His Honour T. SERCOMBE SMITH (PUNISHING JUDGE).

DAMAGES FOR WRONGFUL IMPRISONMENT.
Augustus Mason sued A. C. Davis for \$1000 for wrongful imprisonment and malicious prosecution. Mr. H. K. Holmes, solicitor, appeared for the plaintiff, and Mr. H. G. C. Bailey of Messrs. Johnson, Stokes and Master, solicitors, for the defendant.

Mr. Holmes in his opening statement said that on the 26th July, about seven o'clock in the evening, near the Hongkong Hotel, defendant gave the plaintiff into custody stating that he had stolen his watch and chain. Plaintiff was taken to the Police Station and detained till the following morning, when the Magistrate heard the case and dismissed it. The depositions taken by the Magistrate having been put in.

The plaintiff was called. He deposed that he was the representative of the Manila and Philippines Directory, and was also connected with the advertising business. He first met the defendant about a week or ten days before the 18th July and had been to his room about twice. They were not particularly friendly. On the 26th ult., they were having a drink together in the public bar of the Hongkong Hotel, when suddenly Davis remarked that he could not leave the hotel as he had all the doors guarded. Witness laughed at the joke, whereupon Davis in a loud voice said that he had his watch and chain. Witness answered that he did not care for jokes of this kind and told him to stop it. Davis was intoxicated, so witness left the hotel in disgust. He walked out to Queen's Road and whilst passing the Clock Tower, he was stopped by a Sikh police constable. He was taken to the Central Police Station, charged, and divested of all he had in his possession and locked up in a cell. Afterwards he was offered bail in \$2,000, but at such an hour he could not obtain it. As the result of his appearance in the Court he had suffered in his business as an advertisement canvasser.

Mr. Bailey, for the defence, said he was in a very awkward position as his client was away in Shanghai. He was a commercial traveller and could not wait.

His Lordship asked if he had left after service of the writ?

Mr. Bailey:—Yes, my Lord.

His Lordship:—He ought to have stayed.

Mr. Bailey for the defence submitted that the plaintiff had not proved malice as he was bound to in a case of false imprisonment. Defendant charged the plaintiff because he honestly believed him to have stolen the watch and chain. He was not actuated by any malice and had nothing to gain by the prosecution and had had no quarrel with the plaintiff. He quoted several judicial opinions and argued that the plaintiff had failed to show malice.

Mr. Holmes in his reply said that the defendant had acted in a most reckless manner.

His Lordship in his judgment said it appeared that the parties had known each other for some time, and that on July 26 they met in the Hongkong Hotel bar. While seated at a table with two other persons defendant said to plaintiff, "I have got the place watched. I have got the doors guarded. You have taken my watch and chain." Plaintiff treated the remarks as a joke and subsequently left the hotel. When he reached the Clock Tower he was hailed by an Indian constable, with whom was defendant. Defendant instructed the constable to take plaintiff into custody and accompanied them to the Police Station. Here plaintiff was searched, articles being taken from his person, and cast into a cell, where he was forced to remain until the next morning, seeing that he was unable to get the amount of bail required, 2,000 cash. On the charge being laid before the Magistrate defendant expressed a wish to withdraw it, but the Magistrate compelled him to go on with it. At 11 o'clock the case was adjourned until the afternoon, but defendant did not put in an appearance and the plaintiff was discharged. A private person was justified in ordering the arrest of any person when a felony had been committed and there was reasonable and proper cause for suspecting that the person arrested had committed the felony. The question in this case was whether there was reasonable and proper cause for the arrest of Mason. The law threw the whole of the case upon the plaintiff, who had to prove that the defendant preferred a charge of a criminal nature against plaintiff before a judicial officer. There was no doubt that defendant did prefer a criminal charge against plaintiff before a judicial officer, a Magistrate. The plaintiff had to prove that the proceedings terminated in his favour. He must also prove that he had suffered in person, reputation and pocket by the bringing of the charge against him. There was no doubt that he suffered in person; he had not shown that he suffered in pocket; probably he had suffered in reputation. The next two things he had to prove was that defendant acted maliciously and that he acted without reasonable and proper cause. There was a total absence of reasonable and proper cause for defendant acting in the manner he did. After a few days' acquaintance the defendant charged the plaintiff with stealing his watch and chain, and his Lordship was satisfied that there was no reasonable and proper cause for the prosecution. With regard to malicious prosecution, it was difficult to say what motive actuated the defendant in instituting the prosecution against the plaintiff. It is only motive was not for the purpose of bringing the plaintiff to justice; it might have been that defendant was displeased with plaintiff. He was satisfied that defendant acted with malicious and improper motives, and he accordingly gave judgment for plaintiff for \$500 with costs.

CORRESPONDENCE.

TREE-FELLING.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I think with "Common Sense" and "Chips" that it is a great mistake cutting down these trees. Every year they become more valuable as they increase in bulk, much more valuable to the Colony, as a health and water-giver, than selling them. The trees assist the ground to retain the rains, thus forming natural reservoirs. We shall then have continuous streams, sweeping away all mosquito breeding places, and giving us a plentiful supply of water.—Yours, etc.

OLD RESIDENT.

"MORE HURT IS WROUGHT BY WANT OF THOUGHT."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 13th August.

SIR,—I have found that the poor monkeys in the Botanical Gardens have not had a drop of water in their cell for the last three or four days. I have seen the poor creatures actually licking the empty water-pipe and trying to shake it to get water.

They had plenty of bread, biscuits, and bananas, but what is the use of all these things without water? I drew the attention of an Indian policeman to this. He only answered me "An Koo Mahoon Yee" (I don't know).

I will be glad if the secretary of the newly established Society for Preventing Cruelty to Animals will inquire into the matter.—I remain, Yours, etc.

M. A. MANARE.

[Now that attention has been twice called to these animals, surely their welfare has been looked after? Our correspondent does not say that he personally saw to the immediate provision of water, which he should have done if his emotions were as sympathetic as they appear to be indignant.]

A QUESTIONABLY CHEAP RIDE.

TO THE EDITOR OF THE "DAILY PRESS."

14th August.

SIR,—Actuated by the impulse toward novelty, and having postponed the hour of departure somewhat longer than we had intended, I and a friend decided to avail ourselves of Hongkong's latest acquisition, and to journey down to the concert at the Metropole by electric car, on Saturday evening. But the experiences that befel us may be calculated to induce a feeling of hesitation ere the plodding ricksha-puller and his jolting vehicle are again vetoed by us in favour of the electrically-driven method of locomotion.

A surging, evil-smelling crowd of Chinese were congregated in the vicinity of the stopping station outside the Hongkong Hotel, watching with keen interest the passing of the cars. A favourite pastime with these gentry appears to be to board the vehicle when it comes to a standstill, to saunter leisurely through the interior, and descend on the opposite side, the proceeding appearing to afford them considerable satisfaction.

It was about nine o'clock, and, surrounded by these Celestial gentlemen, we awaited patiently the approach of the car, thinking that whatever time might be lost at this stage might reasonably be expected to be regained when once we got under way.

A car at length approached from the direction of the cricket ground, heralded by a vigorous clanging of the warning gong. It was now that we obtained our first insight into the original methods under which the company's servants are running the trams. The car exhibited a label indicating that its destination was Kennedy Town, and as our route lay in the opposite direction, we made no attempt to secure a seat. Seized with a sudden inspiration that possibly, despite the index card, the car might be going to Shaukiwan, we questioned the motor-man, and ascertained that such was the case.

We took our seats, the car filled, and we patiently waited for the starting-gong. It was evident, however, that expedition formed no part of the programme. On looking out of the window we perceived that another car had arrived from the same direction, and was directly behind us. Reasoning that the last arrival must naturally start first, we certainly started first, but after proceeding about one hundred yards, our car switched off on the cross-over track, and stopped. Then we saw that our first choice after all was really making the journey first. Another hurried change of cars ensued, and, after a somewhat unceremonious entry, owing to the rapidly growing speed of the car, we congratulated ourselves on at last being well-started on our way. Such was not, however, destined to be.

We made fitful progress to a point just beyond the Bowring Canal, when the "conductor" informed us that he had "finished piggin," and was going to take the car into the sheds. Here was a pretty plight! The passengers alighted; but the car suddenly resumed its journey, so we again got inside, thinking that this might be only another eccentricity. We went along in good style for a few hundred yards more, when the final stop took place, and we were compelled to alight.

After about fifteen minutes we succeeded in obtaining a double ricksha, and once more resumed our journey. Our progress now was slower, but was destined not to be accomplished without a little episode that came within an ace of finally preventing us reaching our goal.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

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Hongkong, 8th August, 1904.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

55a

It happened in St. George's Road. Our coolie saw a tram approaching, and despite the fact that it was evident the car would switch on to the cross-track, when there would not be sufficient room for our vehicle to pass between the car and curb, he held on with a strict adherence to the rule of the road. When too late, he saw the danger, and was about to halt on the cross track. Urgent shouts of "Fai-tik" impelled him onward reluctantly, and all seemed well, when the side of the tram caught the wheel of our "rick," overturned it, and precipitated us on to the path, happily without any damage ensuing.

We eventually righted the ricksha, and made the rest of the journey without further accident, reaching the Hotel shortly after ten, mentally uttering anathemas against both cars and ricksha-pullers alike.

It will indeed be a strange matter if you do not very shortly hear of some serious accident due to the lack of resources on the part of the ricksha-man and the assinine manner in which the man at the motor drives his car, without any idea of accommodating his speed to suit vehicles approaching.

As an instance of the lack of interest displayed by the collectors in their work, I might mention that we were not approached at any point of the journey for our fare, and enjoyed our eventful ride gratis. Assuredly improvements will have to be introduced before the trams can become popular. At present, the Chinese, official and un-official, seem to regard the new vehicles as playthings.—Yours, &c.

OMNIBUS.

POLICE COURT.

Saturday, 13th August.

Before Mr. H. H. J. GOMPFEZ (Acting Police Magistrate).

THEFT FROM THE "ANPHO."

An ash-board coolie, convicted of stealing two brasses, a spanner and a copper hammer from the s.s. *Anpho*, was sentenced to four months' imprisonment and six hours' stocks.

BRIBEERY.

A Chinaman was convicted of attempted bribery. He had stored kerosene without a permit; and offered an Indian constable \$1.90 to say nothing about it. He was fined \$2 on the first charge; and sent to prison for one month, without the option of a fine, on the second.

ATTEMPTED FELONY.

A coolie convicted of entering No. 74, Station Street, with intent to commit a felony, was sentenced to two months' hard labour and two hours' stocks.

ALLEGED ROBBERY.

Inspector Collett charged a coolie with stealing clothing from a house in Queen's Road West. The case was remanded.

Before Mr. J. H. KEMP (Second Police Magistrate).

ALLEGED PERJURY.

Seven men who gave evidence for the defence in a case against the master of the launch *Kong Sook*—who, it will be remembered, was fined \$250 for carrying excess of passengers—were charged with perjury.

Mr. E. J. Grist, solicitor, appeared for the defence. He applied for an adjournment, which was granted.

Mr. E. R. Hallifax, deputy superintendent of police, prosecuted. He said that the bail (\$200 each) granted to the defendants was unusually light—considering the seriousness of the charge.

Notwithstanding a protest by Mr. Grist, the bail was rearranged. The first defendant, commander of the launch, was required to find sureties for \$2,500; and the other six \$750 each.

RATHER PARTICULAR.

Patrick Moore, a sailor, was charged with failing to return to the house of detention. Mr. Kemp: What have you got to say? Defendant: I don't like to go back to that place; it is too much like a goal.

Mr. Kemp: One month's hard labour.

Defendant: Aye, aye, Sir.

OPIMUM.

For unlawful possession of 7½ lbs of illicit opium a Chinaman was fined \$300 or three months' imprisonment.

Another man, charged with possession of illicit opium, was fined \$250. Opium fines, altogether, aggregated \$822.

3,000 NEWSPAPERS.

RECOMMEND MACNIVEN & CAMERON'S PENS. THE WAVELLY PE, for Easy Writing. THE FLYING SCOTCHMAN 1 EN, instead of a Quill. THE FLYING J, writes 10 words per dip. Sold at all Stationers. WATERLOO WORKS, EDINBURGH. [402—1]

TRADE MARK. TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of European experts.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLiffe LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374. F. P. DANENBERG, General Manager.

Hongkong, 11th May, 1904. [122]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURENCE & CO.,

Sole Agents.

Hongkong, 18th May, 1903. [126]

SIENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager.

1st Floor, 37, Connaught Road.

Hongkong, 18th June, 1903. [1472]

INTIMATIONS

THE

"APOLLOETTES

PIANO

PLAYER"

No COMPLICATED

MECHANISM

TO GET OUT OF ORDER.

EVERY PART

SPECIALLY

MADE TO STAND THE

CLIMATE

GIVES UNIVERSAL SATISFACTION.

For Hire.

\$30 PER MONTH

For Sale.

\$365.

CAN BE SEEN AND TRIED AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 12th August, 1904. [1409]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SPAIN, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERIPE

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 888G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902

PUBLIC COMPANIES

NOTICE.

A. S. WATSON & CO. LIMITED.

THE SHARE CERTIFICATES Nos.

1207, 1711, and 1712 for 100, 75, and 25

Shares respectively numbering from 24324 to

24423, 18542 to 18591, 8341 to 8365, and 44791

to 44815 inclusive, and standing in the Register

in the name of H. W. WALKER of Tientsin,

having been LOST. Notice is hereby given

that unless the said Certificates are produced

at the Office of the Company at Alexandra

Buildings, Des Voeux Road, Hongkong, before

August 31st, 1904, New Certificates for the

said Shares will be issued and the Old Certificates

will thereafter be held by the Company as null and

void.

A. S. WATSON & CO. LIMITED,

(Sd.) JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 10th August, 1904. [1962]

NOTICE.

A. S. WATSON & CO. LIMITED.

THE SHARE CERTIFICATES Nos.

1231 and 1232 for 25 and 55 Shares

respectively numbering from 55332 to 55356

and 371 to 425 inclusive, and standing in the

Register in the name of Mrs. L. H. HEARSON

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that an EXTRAORDINARY GENERAL

MEETING of the above Company will be held

at the OFFICES of the COMPANY, No. 13,

Beaconsfield Arcade, THIS DAY (MONDAY),

15th AUGUST, 1904, at 4 P.M., when the

subjoined Resolution, which was passed at an

Extraordinary General Meeting of the Company

held on Thursday, 28th July, 1904, will be

submitted for confirmation as a Special Resolution,

namely:

"That the Company be wound up voluntarily,

and that WILLIAM KERFOOT HUGHES

and ARTHUR RYLANDS LOWE, of

Victoria, in the Colony of Hongkong, be,

and they are hereby appointed, Liquidators for

the purpose of such winding up."

By Order,

A. R. LOWE,

Acting Secretary.

Hongkong, 6th August, 1904. [1933]

THE HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY

HALF-YEARLY MEETING of

SHAREHOLDERS in the Company will be

held at the OFFICE of the COMPANY, No. 13,

Bank Buildings, Queen's Road Central, TO-

MORROW (TUESDAY), the 16th AUGUST,

at 12 o'clock Noon, for the purpose of receiving

a Report of the Directors, together with a State-

ment of Accounts, declaring a Dividend and

electing Directors and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from the 2nd to the 16th

AUGUST, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 28th July, 1904. [1520]

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN

that the ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS in this

Corporation will be held at the CITY HALL,

Hongkong, on SATURDAY, the 20th day of

AUGUST next, at Noon, for the purpose of

receiving the Report of the Court of Directors,

together with a Statement of Accounts to 30th

June, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 30th July, 1904. [1859]

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS

will be held in the OFFICES of the COM-

PANY, Queen's Buildings, Connaught Road,

on MONDAY, the 22nd AUGUST, at 12

o'clock Noon, for the purpose of receiving

the Report of the Directors and the Statement of

Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company

will be CLOSED from the 8th to the 22nd

AUGUST, both days inclusive.

By Order of the Board of Directors,

THOS. J. ROSE,

Secretary.

Hongkong, 30th July, 1904. [1860]

CHINA SUGAR REFINING CO. LD.

NOTICE.

IN Accordance with the provisions of No. 121

of the Articles of Association, the General

Meeting of the Company, for the purpose of

dividing the profits for the half year ending 30th

June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY,

the 22nd AUGUST, will be issued to Share-

holders on application.

The TRANSFER BOOKS of the Company

will be CLOSED from the 16th to the 22nd

inst., both days inclusive.

JARDINE, MATHESON & CO.,

General Agents.

Hongkong, 9th August, 1904. [1951]

A. S. WATSON & CO. LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General

SHIPPING NOTES.

STEAMER MOVEMENTS.

The I.G.M. steamer "Pruessen" left Shanghai

on Saturday at 1 a.m., and may be expected here

on Monday at 4 p.m.

The C. & M. steamer "Rubi" left Manila

on Saturday at 10 a.m., and is due here to-day

at 2 p.m.

The A.H. steamer "Austria" left Singapore for

this port on the 12th August.

WEATHER AT SEA.

Capt. George Payne, of the "Nam Sang,"

reports having on his passage from Singapore

to Hongkong—carried the S.W. monsoon to the

Paracels; thence to port light N.N.E. wind.

Arrivals from the Philippines report moderate

N.E. wind; and those from northern coast

ports, light variables and fine.

MISCELLANEOUS.

The s.s. "Chio" Pz, from Bangkok, brought

1,900 tons of rice for Messrs. Butterfield and

Swire.

The s.s. "Biah" Thuan, from Kutchinots,

brought 1,850 tons of coal for Messrs. Brailey

and Co.

The "Luerta," from Saigon, brought 2,500

tons of rice for Mr. Wo Tak Sing.

Before the coals for S. Africa embarked on

the s.s. "Amel" the vessel was thoroughly fumigated,

500 lbs of sulphur being used for the purpose.

The "Reedville," another S. African emigrant

ship, left for China on Saturday.

THE FRENCH RIVER STEAMERS.

Owing to the keen competition in the Canton

River trade the two new French steamers, the

"Paul" Beau and "Charles" Harcourt, have been

taken off the run. The proprietors, Messrs.

G. Trevoix & Co., have gone into liquidation.

In all likelihood the steamers will be sold. We

announced some time ago that negotiations for

their purchase by a well-known Hongkong

shipping man were in progress.

WRECK.

Messrs. Gilman & Co., Lloyd's agents, have,

on hour, chartered the Douglas steamer "Hail-

bourg" to go on a voyage to the "Agincourt" wreck

on Nanking Island and the "Huron" Gordon

wreck on the Paracels. Mr. Newman Munford,

Lloyd's surveyor, will survey the wrecks with a

view to their salvage and will take a full plant

of apparatus with him in order to try to get

them off the rocks.

SHARE REPORT.

Messrs. Eric George & Co.'s in their Weekly

Share List, dated Hongkong, 13th August,

say:—Business during the week under review

has continued fairly active and a good many

stocks have attracted attention. In several cases

establishing higher quotations. The ordinary

demand for London closes at 1s-10 1/2, while

Shanghai rates are the same as last. Bar

silver in London is quoted 23 1/2, and Consols

42 1/2.

BANK SHARES.—Hongkong and Shanghai

Bank Shares changed hands at \$66 1/2, \$66 1/2, and

\$66 1/2, closing firm at latter rate; the London

rate is 58 1/2, 10s. 0d. Nationals are in good

demand at 8 1/2, but no shares seem to be

available under \$40.

MARINE INSURANCE SHARES.—Unions

sold at \$40 and \$45, and have sellers at latter

rate. China Traders, after sales at \$62, are

firmer with probable buyers at \$63. Other

stocks under this heading are unchanged.

FIRE INSURANCE SHARES.—Hongkong

have been done and are wanted at \$310.

China's fetched 183.

SHIPPING SHARES.—Hongkong, Canton and

Macao Steamboat Shares, after sales at \$30 1/2,

and \$30 1/2, are quiet, and a small parcel is on

offer at \$30 1/2; Indo-China rose to \$113 cash and

\$116 for 31st December, but close weaker with

sellers at a dollar less; Shanghai is also weaker,

although the quotation there is 7s. 30; London

comes 4 1/2. China and Manila have sales and

buyers at \$24 and sellers at \$24 1/2 for cash; a

sale at \$27 for 31st December is reported. It is

also reported that this Company sold the s.s.

"Pau" to Japan for £1,000. Douglases are

quiet but steady at \$35. Ferries have advanced

to \$38 for old and \$38 for new shares. Shell

rose to sales and buyers at 23s. 6d., but at that

rate the market closes quiet, London quoting

SHIPPING.

ARRIVALS.	
APREADE, German str., 611, A. P. Uiderup, 13th Aug.—Haploer 9th Aug. and Haploer 12th Aug.—Jensen & Co.	
BIRN-THUAN, French str., 983, R. Lagasse, Kuchinotzu 6th August, Coal.—Bradley & Co.	
CHANGHONG, British str., 1204, Monkmann, 13th Aug.—Canton 12th Aug.—General.—Butterfield & Swire.	
CHOWA, German str., 1,055, T. Spiesen, 12th Aug.—Kobischang 6th August, Rice.—Butterfield & Swire.	
EMPIRE, British str., 2,843, P. T. Helms, 14th Aug.—Kobe 9th Aug.—General, Matheison & Curious.—Gibb, Livingstone & Co.	
FOOSHING, British str., 1,223, Thos. Arthur, 14th Aug.—Moff 8th August, General.—Jardine, Matheson & Co.	
HAICHING, British str., 1,267, A. E. Hodgins, 13th Aug.—Takao and Swatow 11th Aug.—General.—Douglas Lapsack & Co.	
HATTA, British str., 1,182, J. S. Rouch, 14th Aug.—Fuchow via Amoy and Swatow 13th Aug.—General.—Douglas Lapsack & Co.	
HANGSANG, British str., 1,356, S. Wilda, 13th Aug.—Canton 12th August, General.—Jardine, Matheson & Co.	
JOHANN, German str., 952, E. Paul, 13th Aug.—Swatow 12th August, General.—Jensen & Co.	
KAIPOO, British str., 1,024, E. Finlayson, 14th Aug.—Cebu and Holo 10th Aug.—Hamp, Sugar and Sapanwood.—Butterfield & Swire.	
LARATES, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meat.—General.	
NAMANG, British str., 1,035, G. Pava, 13th Aug.—Calcutta 10th July and Singapore 8th August, General.—Jardine, Matheson & Co.	
TEAN, British str., 1,347, A. Somerville, 13th Aug.—Manila 10th August, General.—Butterfield & Swire.	
TRIUMPH, German str., 769, A. Hansen, 14th Aug.—Fuchow, Amoy and Swatow 13th Aug.—General.—Jensen & Co.	
WOSANG, British str., 1,217, Malkin, 13th Aug.—New Hong via Chefoo 1st Aug.—General.—Jardine, Matheson & Co.	
YU WANG, British str., 1,135, T. M. Meyrick, 13th Aug.—Manila 8th Aug.—General.—Jardine, Matheson & Co.	

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
13th August.	
Budema, German str., for Singapore.	
Mackee, German str., for Swatow.	
DEPARTURES.	
13th August.	
BENLARI, British str., for Kolschhang.	
CHEANGHAW, British str., for Amoy.	
KWANGHAI, Chinese str., for Shanghai.	
LOKSANG, British str., for Bangkok.	
MEDAN, German str., for Sydney.	
NOBETIA, British str., for Moji.	
PERIN, British str., for Nagasaki.	
SEKKA, British str., for Europe.	
SEWITT, British str., for Fuchow.	
TWEDALE, British str., for Durban.	
WHARTON, British str., for Shanghai.	
ZAFIRO, British str., for Manila.	
14th August.	
FRITHOF, Norwegian str., for Tamsui.	
HAILAN, French str., for Pakhei.	
PAKING, British str., for Nagasaki.	
THALES, British str., for Tamsui.	
WOSANG, British str., for Canton.	
WUWU, British str., for Saigon.	

VESSELS IN DOCK.

13th August.	
ABERDEEN DOCKS.—	
Kowloon Dock.—S. S. Pathfinder, Shanghai, H.M.S. Lethbridge, Glenlogie, Lethian, Waihoi, Tak Hing, Johanne.	
CO-MOPOLITAN DOCK.—Mackee.	

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.	
THE Steamship.	

"CATHERINE APCAR."	
--------------------	--

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 16th inst., at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 11th August, 1904. [1904]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"GNEISENAU."

Captain H. Blecker, due here with the outward German Mail about TUESDAY, at 2 P.M., will leave for the above places about 12:24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUL, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This steamer connects at COLOMBO with the Australian line s.s. "Armand Béthie," bound for MARSEILLE via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1904. [2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. via PORTS OF CALL.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 16th inst.
LONDON, AMSTERDAM & ANTWERP	COROMANDEL	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	27th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	FELEUS	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	GLACUS	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	30th Sept.
MARSEILLES, &c. via PORTS OF CALL.	TOURANE	Brit. str.	G. M. Montford	MESSAGERIES MARITIMES	23rd inst. at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALDENAR	Brit. str.	G. M. Montford	MELCHERS & CO.	Quick despatch.
BREMEN, via PORTS OF CALL	PREUSSEN	Brit. str.	E. Prehn	MELCHERS & CO.	17th inst. 9 A.M.
HAVRE, BREMEN & HAMBURG	BADENIA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	To-day.
HAVRE & HAMBURG	SPEZIA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	27th inst.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	10th Sept.
HAVRE & HAMBURG	SAMBA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	4th Oct.
HAVRE & HAMBURG	SUEVIA	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	13th Oct.
HAVRE & HAMBURG	NIPON	Brit. str.	E. Prehn	HAMBURG-AMERIKA LINE	7th Sept.
TRIESTE, &c. via SINGAPORE, &c.	SARTYDON	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	31st inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	DOONWELL	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	22nd Sept.
GENOA, MARSEILLES & LIVERPOOL	BRIDOUIN	Brit. str.	E. Prehn	DOONWELL & CO. LD.	Quick despatch.
NEW YORK, via PORTS & SUEZ CANAL	ERSON	Brit. str.	E. Prehn	SHEWAN, TOMES & CO.	3rd Sept.
NEW YORK, via SUEZ CANAL	HUDSON	Brit. str.	E. Prehn	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	E. Prehn	CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	E. Prehn	CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & TACOMA via JAPAN.	SHAMUT	Brit. str.	E. Prehn	DOONWELL & CO. LIMITED	31st inst.
VICTORIA (B.C.) & SHATTLE via JAPAN, &c.	TELEMACHUS	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	7th Sept.
AUSTRALIAN PORTS	ABANIA	Brit. str.	E. Prehn	PORTLAND & ASIATIC CO.	25th inst.
CHINKIANG	EMPIRE	Brit. str.	E. Prehn	GIBB, LIVINGSTON & CO.	17th inst. at Noon.
CHINKIANG	HANGSANG	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	To-day.
CHINKIANG	CHANGHONG	Brit. str.	E. Prehn	JARDINE, MATHESON & CO.	17th inst. 4 P.M.
CHINKIANG	WOSANG	Brit. str.	E. Prehn	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	MELCHERS & CO.	To-day, at 4 P.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	JARDINE, MATHESON & CO.	BUTTERFIELD & SWIRE
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	SANDER, WIELER & CO.	21st inst. D'light.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	P. & O. S. N. Co.	About 23rd inst.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	P. & O. S. N. Co.	About 25th inst.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	OSAKA SHOSHEN KAISHA	17th inst. 10 A.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	DOUGLAS LAPSACK & CO.	To-day, at Noon.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	DOUGLAS LAPSACK & CO.	To-morrow, Noon.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	To-morrow.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	GIBB, LIVINGSTON & CO.	17th inst. at Noon.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	DOONWELL & CO. LD.	About 17th inst.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	JARDINE, MATHESON & CO.	19th inst. at 4 P.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	SHEWAN, TOMES & CO.	20th inst. 10 A.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	SHEWAN, TOMES & CO.	27th inst. 10 A.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	18th inst.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	JARDINE, MATHESON & CO.	21th inst. 2 P.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	DAVID SASSOON & CO.	To-morrow, 3 P.M.
CHINKIANG	SHANGHAI	Brit. str.	E. Prehn	JARDINE, MATHESON & CO.	23rd inst. 3 P.M.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above port on WEDNESDAY, the 17th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904. [1904]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above port on SATURDAY, the 3rd September.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th August, 1904. [1904]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904. [1904]

HONGKONG-MA CAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7:30 A.M. on Extension

Sundays, at 8:30 A.M. from Macao week days at about 2 P.M. and Sundays about 7:30 A.M.

FARE—(week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Extension Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Extension Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO., Agents.

Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8:00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—

Saloon \$2.00

Chinese Saloon \$1.00

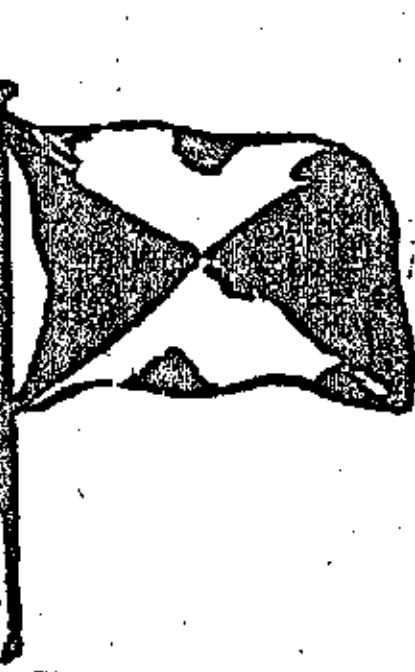
2nd Class 0.60

Steerage 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO., Agents.

Hongkong, 9th July, 1904. [1904]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUIH.	2540	R. W. Almond	Manila direct.	Sat. 20th Aug. 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 27th Aug. 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th August, 1904. [1904]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.

BORNEO About 19th August } Freight and Passage.

SHANGHAI AND KOBE About 23rd August } Freight and Passage.

SHANGHAI About 25th August } Freight and Passage.

LONDON, &c. Noon, 27th August } See Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th August, 1904. [1904]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT 2,606 W. M. Smith Wednesday, August 31st

TREMONT 2,606 T. W. Garlick Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 2,606 tons. W. M. Smith About 17th August.

S.S. TREMONT 2,606 tons. T. W. Garlick About 19th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 11th August, 1904. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"ARABIA" 4,483 Bahle August 25th, 1904.

"ARAGONIA" 5,198 Schuldt September 14th, 1904.

"NUMANTIA" 4,370 October 10th, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 19th August.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.	
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.	
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	On 7th September.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

Hongkong, 4th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CHINKIANG	"CHANGCHOW"	On 15th August.	
MANILA	"TEAN"	On 16th August.	
SHANGHAI	"TAIWAN"	On 18th August.	
CEBU and ILOILO	"KAIFONG"	On 18th August.	
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 25th August.	
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 17th September.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

Hongkong, 13th August, 1904.

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA PORTS	Second half of August	JAPAN via SHANGHAI	First half of September
TJILATJAP.	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIMAHU	JAPAN	First half of September	JAVA PORTS	First half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 15th August, 1904.

Telephone No. 375.

[25]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).
* FOR SHANGHAI S.S. "HANGSANG" On MONDAY, 15th Aug. at 4 P.M.
* FOR TIENTSIN S.S. "WOSANG" On WEDNES, 18th Aug. at 4 P.M.
* FOR MANILA S.S. "YUENSANG" On FRIDAY, 19th Aug. at 4 P.M.
* FOR SINGAPORE, PENANG & CALCUTTA S.S. "NANSANG" On TUESDAY, 23rd Aug. at 3 P.M.
* FOR KUDAT & SAN-DAKAN S.S. "MAUSANG" On WEDNES, 24th Aug. at 2 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Cebu, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[1938]

Hongkong, 15th August, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG
1904.
About
"BEDOUIN" ... 13th Aug.
"LOWTHER CASTLE" ... 20th Aug.
"ATHOLL" ... 15th Sept.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
[877]

Hongkong, 9th August, 1904.

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
(&c.)
THE Steamship

"EMPIRE"
Captain Holmes, will be despatched for the
above ports on WEDNESDAY, the 17th
August, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
[1836]

Hongkong, 26th July, 1904.

VESSELS ON THE BERTH THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPEN-
HAGEN AND BALTIC PORTS.
THE Danish Steamer

"PRINS VALDEMAR,"
Captain Koch, will be ready to load on or about
SATURDAY, the 20th August.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
[1843]

Hongkong, 28th July, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
The Steamship

"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 27th
AUGUST, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "Moldavia," 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Victoria," due
in London on the 9th October.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
[1]

Hongkong, 15th August, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
PIUMI AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEEN,
SUZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
The Company's Steamship

"NIPPON,"
Captain Mistrorogio, will be despatched as above
on WEDNESDAY, the 31st inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes Buildings.
Hongkong, 2nd August, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports).
THE Steamship

"HUDSON,"
will be despatched on or about the 15th
September.
For Freight or further information, apply to
**STANDARD OIL COMPANY
OF NEW YORK,**
Oriental Freight Department.
Hongkong, 28th July, 1904.

FOR CANTON.
THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.
[72]

HONGKONG-CANTON LINE.
THE British steamship

"YING KING,"
Captain E. J. Page, of 1088 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service
The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 2 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.
[7]

NOT RESPONSIBLE FOR DEBTS
NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.
Eclipse, British 4-m. barque, J. McBryde—
Standard Oil Co.
Inkum, British str., Pearce—Arnold, Kar-
berg & Co.
Lyndhurst, British 4-m. barque, Porcell—
Standard Oil Co.
Kenthmore, British Ship, T. E. Burch—
Standard Oil Co.
E. B. Sutton, American barque, Johnson—
Order—
Evie J. Ray, American barque, Kustin—
Sander, WIELER & Co.
Sokoro, British 4-m. barque, Wm. Bourke—
Standard Oil Co.

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE
All proofs re read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimate given

Hongkong, 11th August, 1904.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF"
FROM GLASGOW AND LIVERPOOL
AND THE STRAITS.
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd., at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and Goods remaining
undelivered after the 15th inst., will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 13th inst., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MACHAON,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 15th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 15th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
17th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"GLAUCUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"COROMANDEL,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"GLAUCUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"GLAUCUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"COROMANDEL,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"COROMANDEL,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex s.s. *Marnara* and
Palawan.
From Australia, ex s.s. *Mongolia*.
From Calcutta, ex s.s. *Sondli*.
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., To-day, the 11th inst.
Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
dowens for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PEKIN,"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
dowens for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 11th August, 1904.

THE P. & O. S. N. Co.'s Steamer

CONSIGNEES of Cargo from London &c. s.s. *Bayland*, from
Bordeaux &c. s.s. *Ville de Rochefort*, in con-
nection with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
sorted at their risks in the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., To-day, 12th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Friday, the 19th August, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 19th August, or they will not be recognised.
All damaged packages will be examined on
Friday, the 19th August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 12th August, 1904.

CONSIGNEES of Cargo from London &c. s.s. *Bayland*, from
Bordeaux &c. s.s. *Ville de Rochefort*, in con-
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All damaged packages will be examined on
Friday, the 19th August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 12th August, 1904.

CONSIGNEES of Cargo from London &c. s.s.

POST OFFICE NOTICES.

BOOKS CONTAINING—
16 Postage Stamps of 4 cents
12 " " 2 cents
12 " " 1 cent
may be obtained at the counter of the General Post Office and at Kowloon Post Office.
Price \$1.00 each book.
In future, there will be one delivery of correspondence each day on weekdays only in Shanghai leaving General Post Office at noon. Pillar boxes at Arsenal Street and Percival Street will be cleared four times a day as under—
Percival Street { 8.00 a.m. 2.00 p.m.
 { 11.00 a.m. 5.00 p.m.
Arsenal Street { 8.05 a.m. 2.05 p.m.
 { 11.05 a.m. 5.05 p.m.
The *Guinean* with the German Mail left Singapore on Friday, the 12th inst., at 8 a.m., and may be expected here on or about Tuesday, the 16th inst., at 2 p.m.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Powen	Monday, 15th, 7.30 a.m.
Kobe	Ampho	Monday, 15th, 8.00 a.m.
Shanghai	Hongkong	Monday, 15th, 9.00 a.m.
Swatow	Hongkong	Monday, 15th, 11.00 a.m.
Macao	Hongkong	Monday, 15th, 12.15 p.m.
Shanghai	Chungking	Monday, 15th, 2.00 p.m.
Chungking	Chungking	Monday, 15th, 3.00 p.m.
Tsingtau	Progress	Monday, 15th, 3.00 p.m.
Kongmoon, Kunchuk and Samshui	Tak Hing	Monday, 15th, 4.00 p.m.
Kobe	Belgian King	Monday, 15th, 4.00 p.m.
Namiao	Taiwan	Monday, 15th, 5.00 p.m.
Sanbu	Hoi Fu	Monday, 15th, 5.00 p.m.
Macao	Wingchui	Monday, 15th, 5.00 p.m.
Canton	Honam	Monday, 15th, 5.00 p.m.
Swatow, Amoy and Foochow	Fatshan	Tuesday, 16th, 7.30 a.m.
	Hailan	Tuesday, 16th, 10.00 a.m.
AMOI, SHANGHAI, NAGASAKI, KOBE, YOKO-		
HAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the		
time fixed for departure of the mail.		
Extra Postage 10 cents.)		
Macao	Honam	Tuesday, 16th, 11.00 a.m.
"Singapore, Penang and Calcutta		
Manila	Catharine Appear	Tuesday, 16th, 2.00 p.m.
Shanghai	Taiwan	Tuesday, 16th, 3.00 p.m.
Namiao	Taiwan	Tuesday, 16th, 4.00 p.m.
Sanbu	Taiwan	Tuesday, 16th, 5.00 p.m.
Macao	Honam	Tuesday, 16th, 5.00 p.m.
Canton	Honam	Tuesday, 16th, 5.00 p.m.
Swatow	Honam	Tuesday, 16th, 5.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 8.00 to 8.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Wednesday, 17th, 1.15 p.m.
Tientsin	Wingchui	Wednesday, 17th, 3.00 p.m.
Namiao	Wingchui	Wednesday, 17th, 3.00 p.m.
Sanbu	Wingchui	Wednesday, 17th, 3.00 p.m.
Macao	Wingchui	Wednesday, 17th, 3.00 p.m.
Canton	Wingchui	Wednesday, 17th, 3.00 p.m.
Swatow	Wingchui	Wednesday, 17th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Thursday, 18th, 1.15 p.m.
Tientsin	Wingchui	Thursday, 18th, 3.00 p.m.
Namiao	Wingchui	Thursday, 18th, 3.00 p.m.
Sanbu	Wingchui	Thursday, 18th, 3.00 p.m.
Macao	Wingchui	Thursday, 18th, 3.00 p.m.
Canton	Wingchui	Thursday, 18th, 3.00 p.m.
Swatow	Wingchui	Thursday, 18th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Friday, 19th, 1.15 p.m.
Tientsin	Wingchui	Friday, 19th, 3.00 p.m.
Namiao	Wingchui	Friday, 19th, 3.00 p.m.
Sanbu	Wingchui	Friday, 19th, 3.00 p.m.
Macao	Wingchui	Friday, 19th, 3.00 p.m.
Canton	Wingchui	Friday, 19th, 3.00 p.m.
Swatow	Wingchui	Friday, 19th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Saturday, 20th, 1.15 p.m.
Tientsin	Wingchui	Saturday, 20th, 3.00 p.m.
Namiao	Wingchui	Saturday, 20th, 3.00 p.m.
Sanbu	Wingchui	Saturday, 20th, 3.00 p.m.
Macao	Wingchui	Saturday, 20th, 3.00 p.m.
Canton	Wingchui	Saturday, 20th, 3.00 p.m.
Swatow	Wingchui	Saturday, 20th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Sunday, 21st, 1.15 p.m.
Tientsin	Wingchui	Sunday, 21st, 3.00 p.m.
Namiao	Wingchui	Sunday, 21st, 3.00 p.m.
Sanbu	Wingchui	Sunday, 21st, 3.00 p.m.
Macao	Wingchui	Sunday, 21st, 3.00 p.m.
Canton	Wingchui	Sunday, 21st, 3.00 p.m.
Swatow	Wingchui	Sunday, 21st, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Monday, 22nd, 1.15 p.m.
Tientsin	Wingchui	Monday, 22nd, 3.00 p.m.
Namiao	Wingchui	Monday, 22nd, 3.00 p.m.
Sanbu	Wingchui	Monday, 22nd, 3.00 p.m.
Macao	Wingchui	Monday, 22nd, 3.00 p.m.
Canton	Wingchui	Monday, 22nd, 3.00 p.m.
Swatow	Wingchui	Monday, 22nd, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Tuesday, 23rd, 1.15 p.m.
Tientsin	Wingchui	Tuesday, 23rd, 3.00 p.m.
Namiao	Wingchui	Tuesday, 23rd, 3.00 p.m.
Sanbu	Wingchui	Tuesday, 23rd, 3.00 p.m.
Macao	Wingchui	Tuesday, 23rd, 3.00 p.m.
Canton	Wingchui	Tuesday, 23rd, 3.00 p.m.
Swatow	Wingchui	Tuesday, 23rd, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Wednesday, 24th, 1.15 p.m.
Tientsin	Wingchui	Wednesday, 24th, 3.00 p.m.
Namiao	Wingchui	Wednesday, 24th, 3.00 p.m.
Sanbu	Wingchui	Wednesday, 24th, 3.00 p.m.
Macao	Wingchui	Wednesday, 24th, 3.00 p.m.
Canton	Wingchui	Wednesday, 24th, 3.00 p.m.
Swatow	Wingchui	Wednesday, 24th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Thursday, 25th, 1.15 p.m.
Tientsin	Wingchui	Thursday, 25th, 3.00 p.m.
Namiao	Wingchui	Thursday, 25th, 3.00 p.m.
Sanbu	Wingchui	Thursday, 25th, 3.00 p.m.
Macao	Wingchui	Thursday, 25th, 3.00 p.m.
Canton	Wingchui	Thursday, 25th, 3.00 p.m.
Swatow	Wingchui	Thursday, 25th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Friday, 26th, 1.15 p.m.
Tientsin	Wingchui	Friday, 26th, 3.00 p.m.
Namiao	Wingchui	Friday, 26th, 3.00 p.m.
Sanbu	Wingchui	Friday, 26th, 3.00 p.m.
Macao	Wingchui	Friday, 26th, 3.00 p.m.
Canton	Wingchui	Friday, 26th, 3.00 p.m.
Swatow	Wingchui	Friday, 26th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Saturday, 27th, 1.15 p.m.
Tientsin	Wingchui	Saturday, 27th, 3.00 p.m.
Namiao	Wingchui	Saturday, 27th, 3.00 p.m.
Sanbu	Wingchui	Saturday, 27th, 3.00 p.m.
Macao	Wingchui	Saturday, 27th, 3.00 p.m.
Canton	Wingchui	Saturday, 27th, 3.00 p.m.
Swatow	Wingchui	Saturday, 27th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Sunday, 28th, 1.15 p.m.
Tientsin	Wingchui	Sunday, 28th, 3.00 p.m.
Namiao	Wingchui	Sunday, 28th, 3.00 p.m.
Sanbu	Wingchui	Sunday, 28th, 3.00 p.m.
Macao	Wingchui	Sunday, 28th, 3.00 p.m.
Canton	Wingchui	Sunday, 28th, 3.00 p.m.
Swatow	Wingchui	Sunday, 28th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Monday, 29th, 1.15 p.m.
Tientsin	Wingchui	Monday, 29th, 3.00 p.m.
Namiao	Wingchui	Monday, 29th, 3.00 p.m.
Sanbu	Wingchui	Monday, 29th, 3.00 p.m.
Macao	Wingchui	Monday, 29th, 3.00 p.m.
Canton	Wingchui	Monday, 29th, 3.00 p.m.
Swatow	Wingchui	Monday, 29th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Tuesday, 30th, 1.15 p.m.
Tientsin	Wingchui	Tuesday, 30th, 3.00 p.m.
Namiao	Wingchui	Tuesday, 30th, 3.00 p.m.
Sanbu	Wingchui	Tuesday, 30th, 3.00 p.m.
Macao	Wingchui	Tuesday, 30th, 3.00 p.m.
Canton	Wingchui	Tuesday, 30th, 3.00 p.m.
Swatow	Wingchui	Tuesday, 30th, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		
Macao	Honam	Wednesday, 31st, 1.15 p.m.
Tientsin	Wingchui	Wednesday, 31st, 3.00 p.m.
Namiao	Wingchui	Wednesday, 31st, 3.00 p.m.
Sanbu	Wingchui	Wednesday, 31st, 3.00 p.m.
Macao	Wingchui	Wednesday, 31st, 3.00 p.m.
Canton	Wingchui	Wednesday, 31st, 3.00 p.m.
Swatow	Wingchui	Wednesday, 31st, 3.00 p.m.
Europe, &c., India via Taticorin		
(Late Letters 11.00 to 11.30 a.m. Extra		
Postage 10 cents.)		

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	\$105, buyers
Natl. Bank of China	28	\$38, buyers
A. Shans	28	\$38, buyers
B. Shans	21	\$31, buyers
Hongkong & Shanghai	125	\$105, buyers
Canton & Amoy	125	\$105, buyers
China Light and	10	\$10, buyers
Power Co., Ltd.	10	\$10, buyers
China Iron & Steel	10	\$10, buyers
China Sugar	10	\$10, buyers
Cigars Companies	10	\$10, buyers
Philippine Co., Ltd.	10	\$10, buyers
Cotton Mills	10	\$10, buyers
Ewo	10	\$10, buyers
International	10	\$10, buyers
Laon Kung Mow	10	\$10, buyers
Soysong	10	\$10, buyers
Hongkong	10	\$10, buyers
Dairy Farm	10	\$10, buyers
Green Island Cement	10	\$10, buyers
Hongkong Electric	10	\$10, buyers
H. H. L. Tramways	10	\$10, buyers
Boat Co. Ltd.	10	\$10, buyers
Hongkong Hotel	10	\$10, buyers
Hongkong Ice	10	\$10, buyers
H. & W. Dock	10	\$10, buyers
China Fire	10	\$10, buyers
China Trade	10	\$10, buyers
Hongkong Fire	10	\$10, buyers
North China	10	\$10, buyers
Union	10	\$10, buyers
Land and Building	10	\$10, buyers
Hongkong Land Inv.	10	\$10, buyers
Humphreys & Co.	10	\$10, buyers
Kowloon Land & B.	10	\$10, buyers
West Point Building	10	\$10, buyers
Shanghai Land	10	\$10, buyers
Luzon Sugar	10	\$10, buyers
Charbonnages	10	\$10, buyers
Do. Preference	10	\$10, buyers
Roads	10	\$10, buyers
New Amoy Dock	10	\$10, buyers
Powell, Ltd.	10	\$10, buyers
Steamship Coys.	10	\$10, buyers
China and Manila	10	\$10, buyers
Douglas Steamship	10	\$10, buyers
H. Canton and S. N.	10	\$10, buyers
Indo-China S. N.	10	\$10, buyers
Shanghai and S. N.	10	\$10, buyers
Trading Co. and	10	\$10, buyers
Do. Preference	10	\$10, buyers
Star Ferry	10	\$10, buyers
S. C. F. & Co., Ltd.	10	\$10, buyers
S. & H. Dyeing & C.	10	\$10, buyers
S. China Morning Post	10	\$10, buyers
Tobacco Planting Co.	10	\$10, buyers
United Asbestos	10	\$10, buyers
Do.	10	\$10, buyers
Watkins, Ltd.	10	\$10, buyers
Watson & Co., A.S.	10	\$10, buyers
Steam Laundry Co.	10	\$10, buyers
Do. Preference	10	\$10, buyers

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ANGHUI, German str. 1,001, F. Schaefer, 11th August.—Bangkok 3rd August, Rice and Wood.—Butterfield & Swire.

ANGLO-AUSTRALIAN, British str. 2,581, O. H. Lewis, 11th Aug.—New York via Cape of Good Hope 11th June, Case Oil.—Standard Oil Co.

AN PHO, British str. 903, J. Kynoch, 8th Aug.—Saigon 20th Aug., Rice.—Chinese.

BADELSBERG, German str. 1,500, H. Wendi, 6th August.—Kobe 31st July and Moji 2nd August, General and Coals.—Nippon Yusen Kaisha.

BEDEKTA, German str. 4,286, A. Rorden, 12th August.—Shanghai 5th August, General.—Hamburg-Amerika Linie.

DEODUN, British str. 2,245, H. Sandow, 12th August.—Amoy 10th August, General.—Doddrell & Co.

DELOAN KING, British str. 2,153, J. Ha ton, 2nd Aug.—Karatsu 27th July, Coals.—Bradley & Co.

CATHARINE APGAR, British str. 1,730, A. Stewart, 8th August.—Calcutta and Singapore 3rd August, Mails and General.—David Sassoon & Co., Ltd.

CHUKKA, British str. 187, Dacey, 12th July.—Manila 7th July, Ballast.—Chinese.

DEWAKONG, German str. 1,357, Chr. Kumpel, 11th August.—Bangkok 4th August, Rice.—B. Verfield & Swire.

E. MA LUKKE, German str. 1,160, Martens, 28th July.—Singapore 22nd July, Sugar and Nuts.—Chinese.

GLENGOLE, British str. 2,399, W. J. Larkins, 31st July.—Amoy 30th July, General.—Chinese.

HANOI, French str. 7,8, P. Merles, 12th Aug.—Haiphong 9th Aug. and Heliow 11th, Pigs and General.—A. R. Marly & Co.

HEIMDAL, Norwegian str. 761, Johnson, 3rd August.—Chafco 26th July, General.—Doddrell & Co.

HINSANG, British str. 1,535, D. E. Saver, 9th August.—Saigon 5th August, Rice.—Jardine, Matheson & Co.

KENSINGTON, British str. 2,247, Dover, 14th July.—Callao via Panama and Yokohama 24th May, General.—Order.

KEONGWAI, German str. 1,115, W. Moller, 6th August.—Bangkok 29th July, Rice and Teak Squares.—Norddeutscher Lloyd.

KORRA, American str. 5,651, Wm. B. Seabury, 11th August.—San Francisco 12th July and Manila 9th August, Mails and General.—P. M. S. S. Co.

LOTHIAN, British str. 3,222, J. C. Williamson, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.

MAHRE, German str. 695, H. Harjes, 7th Aug.—Bangkok 1st Aug., Rice and Rice-meat.—Butterfield & Swire.

MAUSANG, British str. 1,644, S. J. Payne, 10th August.—Sandakan 4th August, Timber.—Jardine, Matheson & Co.

MATILDA, Norwegian str. 2,230, H. Taarvig, 21st July.—Kutchinova 15th July, Coal.—Mitsui Bussan Kaisha.

MERCEDES, British str. 3,000, J. S. McGrogan, 11th August.—Weihaiwei 4th August, Ballast.—Order.

OVID, British str. 2,683, Cubitt, 11th August.—Kutchinova 4th August, Coal.—M. B. Kaish.

PHRANANG, German str. 1,021, Schmalhaus, 11th Aug.—Bangkok 4th August, Rice.—Butterfield & Swire.

PROORE, German str. 687, F. Bremer, 9th Aug.—Heliow 8th Aug., General.—Siemens & Co.

RAJAH, German str. 1,189, Reimers, 8th August.—Bangkok 2nd August, Teakwood and Rice.—Butterfield & Swire.

ROEHAMPTON, British str. 1,391, Jackson, 5th August.—Vozice 26th June, Oil.—Standard Oil Co.

SHANTUNG, British str. 1,837, J. Mannoch, 8th August.—Java ports 30th July, General.—Butterfield & Swire.

SIRH, British str. 3,216, James Rowley, 5th July.—New York 4th May, General.—Doddrell & Co.

TAIPEI, German str. 1,493, C. Ueberfeld, 11th August.—Saigon 6th August, Rice and Rice-meat.—East Asiatic Trading Co.

TAIWAN, British str. 1,160, Harter, 12th Aug.—Shanghai 7th August and Amoy 10th, General.—Butterfield & Swire.

WONKOR, German str. 1,115, J. V. Bruhn, 3rd August.—Bangkok 28th July, Rice and Wood.—Butterfield & Swire.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,243, Johnson, 19th July.—Chafco 25th June, Ballast, Order.

ECLIPSE, British ship, 2,978, J. McBrady, 16th May, New York 10th December, 1903, Case Oil.—Standard Oil Co.

EVIE J. RAY, American bar, 913, Kavin, 6th August, Manila 20th June, Timber.—Sander, Wither & Co.

KENTHRE, British barque, 2,334, Burch, 14th June, New York 29th January, Kerosene, Standard Oil Co.

MARIA, Italian barque, 1,118, D. Ureo, 9th April, Fremantle 7th Feb, Sandalwood, Order.

SOKELO, British 4-m. barque, 2,193, William Bock, New York 3rd April, Petroleum, Standard Oil Co.

TRONGATE, British barque, 949, A. Hutton, 28th May, Fremantle 23rd March, Sandalwood, Gilman & Co.

BRITISH VESSELS.

CHERUB, water tank and tug.

HANDY, torpedo boat destroyer.

LEVATHAN, cruiser, Capt. Stoford.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

RANBLER, British surveying-ship, 830, C. E. Manry, 11th August, Amoy 9th August.

TAK, torpedo-boat destroyer.

receiving ship, Commodore C. G. Keen.

torpedo-boat destroyer.